

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application;

Listing of Claims:

1. (Currently Amended) Method for ~~air-conditioning~~ cooling a passenger cabin of an aircraft, comprising:

introducing a first stream of cooling air at a first temperature into a conditioned air space in the passenger cabin at first sites remote from passengers; and

introducing a second stream of cooling air at a second temperature into the conditioned air space in the passenger cabin at second sites closer to passengers than the first sites,

wherein, ~~when cooling is required in the passenger cabin,~~ the first temperature is lower than the second temperature, and both the first and second temperatures of the first and second streams of cooling air ~~airs~~ are lower than ~~[[a]]~~ an ambient temperature of the passenger cabin.

2. (Previously Presented) Method according to claim 1, wherein the second sites are located nearer to a floor of the passenger cabin than the first sites.
3. (Previously Presented) Method according to claim 2, wherein the second sites are located on the floor of the passenger cabin and the first sites are located in an upper region of the passenger cabin.

4. (Currently Amended) Method according to claim 1, wherein the first and second streams of cooling air introduced into the passenger cabin at the first and second sites are ~~[[is]]~~ fresh air, in particular temperature-controlled fresh air, and comprise ~~contains~~ engine bleed air.

5. (Currently Amended) Method according to claim 4, wherein the first and second streams of cooling air introduced into the passenger cabin at the first and second sites also comprise ~~contains~~ recirculated air.

6. (Currently Amended) System for air-conditioning a passenger cabin of an aircraft, comprising:

at least a first line branching that leads to a first region of the passenger cabin remote from passengers, the first line branching delivering a first air mixture at a first temperature to the passenger cabin;

at least a second line branching that leads to a second region of the passenger cabin, said second region being closer to passengers than said first region, the second line branching delivering a second air mixture at a second temperature to the passenger cabin;

a first valve coupled with the first line branching and operable to control the first temperature by modifying an amount of hot bleed air added to the first air mixture; and

a second valve coupled with the second line branching and operable to control the second temperature by modifying an amount of hot bleed air added to the second air mixture,

wherein, when cooling is required, the first and second valves are configured to control the first temperature ~~[[is]]~~ to be lower than the second temperature and both the first and second temperatures to be lower than an ambient temperature of the passenger cabin, and

wherein, when heating is required, the first and second valves are configured to control the first temperature to be higher than the second temperature, and both the first and second temperatures to be higher than the ambient temperature of the passenger cabin.

7. (Previously Presented) System according to claim 6, wherein the first region of the passenger cabin is an upper region of the passenger cabin and the second region of the passenger cabin is a floor region of the passenger cabin.

8. (Previously Presented) System according to claim 6, wherein the first line branching is connected to at least one feed line for temperature-controlled fresh air and recirculated air, and to at least one feed line for hot engine bleed air.

9. (Previously Presented) System according to claim 8, wherein the second line branching is connected to at least one feed line for temperature-controlled fresh air and recirculated air, and to at least one feed line for hot engine bleed air.

10. (Canceled).

11. (Currently Amended) Method according to claim 1, wherein the first and second streams of cooling air introduced into the passenger cabin at the first and second sites contains an adjustable amount of engine bleed air, the adjustable amount of engine bleed air determined by temperature measurements of the passenger cabin.

12. (Previously Presented) System according to claim 6, wherein the first line branching and the second line branching are coupled to at least one feed line for hot engine bleed air at the respective first and second valves, said first and second valves adjusting the amount of hot engine bleed air delivered to the first and second line branching according to temperature measurements of the passenger cabin.

13.-14. (Canceled).

15. (New) Method for heating a passenger cabin of an aircraft, comprising:

introducing a first stream of heating air at a first temperature into a conditioned air space in the passenger cabin at first sites remote from passengers; and

introducing a second stream of heating air at a second temperature into the conditioned air space of the passenger cabin at second sites closer to passengers than the first sites,

wherein the first temperature is higher than the second temperature, and both the first and second temperatures of the first and second streams of heating air are higher than an ambient temperature of the passenger cabin.

16. (New) Method according to claim 15, wherein the second sites are located nearer to a floor of the passenger cabin than the first sites.

17. (New) Method according to claim 16, wherein the second sites are located on the floor of the passenger cabin and the first sites are located in an upper region of the passenger cabin.

18. (New) Method according to claim 15, wherein the first and second streams of heating air introduced into the passenger cabin at the first and second sites are fresh air, in particular temperature-controlled fresh air, and comprise engine bleed air.

19. (New) Method according to claim 18, wherein the first and second streams of heating air introduced into the passenger cabin at the first and second sites also comprise recirculated air.